



# Notification of a proposal to issue an Airworthiness Directive

**PAD No.: 16-112**

**Issued: 26 July 2016**

Note: This Proposed Airworthiness Directive (PAD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below.

All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation date indicated.

**Design Approval Holder's Name:**

AIRBUS

**Type/Model designation(s):**

A300-600 aeroplanes

**Effective Date:** [TBD - standard: 14 days after AD issue date]

**TCDS Number(s):** EASA.A.172

**Foreign AD:** Not applicable

**Supersedure:** This AD supersedes EASA AD 2013-0008R1 dated 22 January 2013.

## ATA 57 – Wings – Outer Wing Stringer Run-Outs at Rib 14 – Modification

### Manufacturer(s):

Airbus (formerly Airbus Industrie)

### Applicability:

Airbus A300B4-601, A300B4-603, A300B4-605R, A300B4-620, A300B4-622 and A300B4-622R aeroplanes, except those on which Airbus modification (mod) 10324 or mod 10325 has been embodied in production.

### Reason:

During full-scale fatigue testing, cracks were detected in the bottom wing skin stringers at Rib 14. In addition, operators have also reported finding cracks in the same area on in-service aeroplanes.

This condition, if not detected and corrected, could impair the structural integrity of the wings.

Additional analysis results showed that the improved design of the stringer run-out was necessary for aeroplanes operating beyond the Extended Service Goal 1.



To address this unsafe condition, Airbus issued Service Bulletin (SB) A300-57-6046 Revision 01 to provide modification instructions, and EASA issued AD 2013-0008 (later revised), to require the removal of the stringer end run-out plate at stringer 19 on the bottom wing skin and a re-profiling modification of the stringers 10, 11, 12, 17 and 19.

Since that AD was issued, further analysis in the context of Widespread Fatigue Damage (WFD), concluded that a threshold reduction is necessary to meet the WFD requirements. Consequently, Airbus revised SB A300-57-6046 accordingly (now at Revision 03).

For the reasons described above, this AD retains the requirements of EASA AD 2013-0008R1, which is superseded, but reduces the modification threshold, and introduces a pre-mod High Frequency Eddy Current (HFEC) inspection.

#### **Required Action(s) and Compliance Time(s):**

Required as indicated, unless accomplished previously:

- (1) Before exceeding 30 000 Flight Cycles (FC) since aeroplane first flight, or within 2 000 FC after the effective date of this AD, whichever occurs later, modify the profile of stringer run-outs at rib 14 of both wings, and concurrently, accomplish a HFEC inspection in accordance with the Instructions of Airbus SB A300-57-6046 Revision 03.
- (2) Modification of an aeroplane before the effective date of this AD, in accordance with the instructions of Airbus SB A300-57-6046 (mod 10326) at original issue, or Revision 01, or Revision 02, is acceptable to comply with the requirements of paragraph (1) of this AD for that aeroplane.

#### **Ref. Publications:**

Airbus SB A300-57-6046 at original issue dated 18 January 1994, or Revision 01 dated 18 April 2011, or Revision 02 dated 21 June 2013, or Revision 03 dated 04 February 2015.

The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.

#### **Remarks:**

1. This Proposed AD will be closed for consultation on 23 August 2016.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).
3. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS – EIAW (Airworthiness Office)  
E-mail: [continued.airworthiness-wb.external@airbus.com](mailto:continued.airworthiness-wb.external@airbus.com).

